

CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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COUNTRY	Hungary	REPORT NO.		25X1
SUBJECT	Hungarian State Railroads (MAV): Stocks and Construction	DATE DISTR.	28 December 1953	
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1. Coal Stocks.

Mid September 1953: 13 days' supply

End September 1953: 12-13 days' supply - i.e. slight decrease.

2. Freight Carried.

About 15,000 freight cars per day.

3. Flatcars.a. Location

1.) On 10 September 1953, 25-30 two, four, and six-axle flat cars were seen carrying Soviet tank troops (sic) into Kermend, Hajmáskér, and Várpalota.

2.) On 20 September 1953, 35 two, four, and six-axle flat cars containing Soviet tank troops (sic.), were seen standing near Ercsi.

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b. New Constructions.

1.) Of the 290 six-axle Hungarian flat cars planned for 1953 all but 30 were finished by the end of September.

2.) 200 six-axle freight cars are planned for 1954 and the material is to be ready by the end of 1953.

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4. Engines.

1885, instead of the 2,000 laid down in the plan, are ready for use¹ 110 are still under repair.

5. MAV Budget for 1953.

The original figure of 1150 million forints has been reduced to about 800 million.

6. Hospital Training. (Cover name "Tourist coaches")

In spite of Minister Lajos Bebrics' distum that construction of these should be stopped in favor of passenger coaches it transpired that the assembly of three sets was so far advanced that in the meanwhile they have been finished; and also that the internal equipment of a further six sets has been finished and has been put into stock "for an indefinite period". Plans are being worked out how these six could most quickly be assembled in case of need.

7. Manufacture of Steam Engines.

The amended plan for 1954 provides for the manufacture of 5 steam engines type 424, and 15 steam engines type 375, i.e. all electrically propelled engines have been shelved.

8. Car Park.

At the end of September 1953, there were 54,000 instead of the scheduled 57,000. The freight cars (including all those built in Poland) which are to be converted to broad gauge have all been constructed in such a way that they can be used equally well on broad or standard gauge wheel sets (Radsätze), which means that as many of these can enter the USSR as there are broad gauge reserve wheel sets ready for use at the frontier stations. With the tackle in Zahony the chassis of the coaches on the direct Moscow-Budapest run are changed over from one under-carriage to the other.

9. Rail Quota for 1953.

40,000 tons, but probably only 15,000 will be delivered by the end of 1953.

10. New "Disinfecting" (Decontamination?) Train.

The Hungarian State Railroads (MAV) are assembling a train as a traveling disinfecting unit and the necessary washing machines are to be supplied by the Ministry of Defense.

11. "Guba" Cars.²

The purpose of the agreement with the Austrian Federal Railroads to ensure the return transport with internal equipment of these converted troop trains is to make the Austrian Railroad Administration see to it that their personnel keep their eyes on these trains, otherwise the Russians take out things like benches and sell them to people in the Austrian villages. It is of course impossible to ensure that this will not happen, but the Austrians are to do everything they can to stop it.

1. [REDACTED]

2. [REDACTED] Comment: "Guba" car is a freight car converted into a military transport.

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